

MARKED UP VERSION OF THE AMENDED PARAGRAPHS

(Version with marking to show changes made)

Please substitute in the specification, page 5, first paragraph as follows:

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admits only ~~unlimited~~ a limited twist angle of as desired plus/minus 40 degrees in the released state.

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Please substitute in the specification, page 5, fifth paragraph as follows:

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The invention eliminates the recited disadvantages of the state of the art. A particular advantage results therefrom that the two radial catches are disposed on ~~[[the]]~~ a common plane and also remain in a common plane in each operating state and that only the adjustment piston with its locking elements is disposed axially shiftable. A play free and slippage free connection of the

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Please substitute in the specification, page 11, second paragraph as follows:

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The contact faces of the two catches 14, 17 and of the two locking elements 25 disposed opposite to each other and communicating with each other are composed in each case out of a conical face 26 with a smaller angle and a conical face 27 with a larger angle, wherein the conical face 26 with the smaller angle exhibits a larger ~~axially~~ axial length as compared to the conical face 27 with the larger angle and wherein the conical face 27 with the larger angle is disposed at the respective end of the catches 14, 17 or, respectively, of the locking elements 25.

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Please substitute in the specification, page 13, second paragraph as follows:

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In case of nonstandard road conditions, as they occur for example cross-country, the torsion region of the coupled stabilizer 3 is not any longer sufficient in order to balance the rolling motions of the wheels. In such cases the pressure chamber 20 of the clutch is subjected to pressure by actuating a pressure supply plant preferably operated hydraulically, such that the locking piston 18 disengages from the contact region of the conical face 26 with the smaller angle against the force of the compression spring 21 and that the

locking piston 18 shifts into its end position defined by the stroke limitation.

The locking piston 18 is maintained in ~~disposition~~ this position by maintaining

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IN THE CLAIMS:

MARKED UP VERSION OF THE AMENDED CLAIMS

(Version with marking to show changes made)

1. (previously presented) Stabilizer for a motor vehicle comprising two stabilizer parts (4,5) aligned parallel to an axle (2), wherein the stabilizer parts (4,5) are connected in each case at a wheel suspension of one wheel (1) and to a vehicle body through a bearing position (6) and wherein the two stabilizer parts (4,5) are connectable to each other through a switchable and shape matching coupling, characterized in that
 - the coupling is furnished with at least one catch (14) and with at least one catch (17), wherein the two catches form at least two changeable intermediate spaces in a circumferential direction, and
 - the intermediate spaces can be filled by at least two locking elements (25) shiftable to a limited extent for force transmission, wherein

- the locking elements (25) and the catches (14, 17) are standing in continuous positive covering in circumferential direction and are tuned such to each other that the locking elements (25) and the catches (14, 17) are geared to each other without play in a locked end position and are standing in positive covering relative to each other in a released end position and are rotatable relative to each other over a limited angle region in the released end position.

2. (previously presented) Stabilizer for a motor vehicle comprising two stabilizer parts (4,5) aligned parallel to an axle (2), wherein the stabilizer parts (4,5) are connected in each case at a wheel suspension of one wheel (1) and to a vehicle body through a bearing position (6) and wherein the two stabilizer parts (4,5) are connectable to each other through a switchable and shape matching coupling, characterized in that

-the coupling is furnished with at least one catch (14) and with at least one catch (17), wherein the two catches form at least two changeable intermediate spaces in a circumferential direction, and

- the intermediate spaces can be filled by at least two locking elements (25) shiftable to a limited extent for force transmission, wherein

- the locking elements (25) and the catches (14, 17) are standing in continuous positive covering in circumferential direction and are tuned such to each other that the locking elements (25) and the catches (14, 17) are geared to each other without play in a locked end position and are standing in positive covering relative to each other in a released end position and are rotatable relative to each other over a limited angle region in the released end position, and wherein

the catches (14, 17) are directed radially inwardly and are disposed in a radial plane and wherein the locking elements (25) are associated with a pressure loaded locking piston (18), wherein the catches (14, 17) and the locking piston (18) are disposed on a common axis.

3. (previously presented) Stabilizer according to claim 2 characterized in that side contact faces of the catches (14, 17) and the locking element (25) are formed as conical faces (26) with a smaller angle and wherein radial stops are formed at the catches (14, 17) for the locking element (25).

4. (original) Stabilizer according to claim 3 characterized in that the radial stops are disposed at the free ends of the catches (14, 17).

5. (original) Stabilizer according to claim 4 characterized in that conical faces (27) with a larger angle are furnished as radial stops, wherein the axial length of the conical faces (27) with a larger angle are smaller relative to the length of the conical faces (26) with a small or angle.

6. (previously presented) Stabilizer according to claim 5 characterized in that the conical faces (26) with the smaller angle have an angle which maintains an axial force component of a radial introduced outer force smaller than a force acting on a floor side of the locking piston (18).

7. (original) Stabilizer according to claim 2 characterized in that the locking piston (18) is charged by a compression spring (21) in the direction of the catches (14, 17) and is impactable by a pressure medium in an opposite direction.

8. (original) Stabilizer according to claim 7 characterized in that the compression spring is supported by a hydraulic force.

9. (previously presented) Stabilizer according to claim 6 characterized in that the catches (14, 17) and the locking piston (18) are disposed in a common cylindrical casing (8), wherein the radial catch (17) is formed at the casing (8) and wherein the other catch (14) is formed at a shaft (15) supported in the casing (8) and penetrating to the outside and wherein the locking piston (18) separates the internal space of the cylindrical casing (8) into a compression spring chamber (19) and an oppositely disposed pressure chamber (20).

10. (original) Stabilizer according to claim 9 characterized in that the floor (9) of the cylindrical casing (8) on the side of the compression spring is formed as a stroke limitation for the locking piston (18).

11. (previously presented) Stabilizer according to claim 1, wherein the catch (14) and the catch (17) are disposed fixed and non-relocatable relative to the stabilizer part in a direction parallel to the axle (2).

12. (currently amended) A stabilizer for a motor vehicle comprising

a first stabilizer part (4) disposed aligned parallel to an axle (2), wherein the first stabilizer part (4) is to be connected at a first wheel suspension of a first wheel (1) and to [[the]] a vehicle body through a first bearing position (6);

a second stabilizer part (5) disposed aligned parallel to the axle (2) [[(2)], wherein the second stabilizer part (5) is to be connected at a second wheel suspension of a second wheel (1) and to the vehicle body through a second bearing position (6);

a switchable and shape matching coupling for connecting the first stabilizer part (4) to the second stabilizer part (5);

a first catch (14) furnished at the coupling;

a second catch (17) furnished at the coupling, wherein the first catch (14) and the second catch (17) form a first changeable intermediate space in a circumferential direction and a second changeable intermediate space in a circumferential direction;

a first locking element (25) filling the first changeable intermediate space and shiftable to a limited extent in a direction parallel to the axle (2) for force transmission;

a second locking element (25) filling the second changeable intermediate space and shiftable to a limited extent in a direction parallel to the axle (2) for force transmission, wherein

the first locking element (25), the second locking element (25), the first catch (14) and the second catch (17) are standing in continuous positive overlap in circumferential direction and are tuned such to each other that the first locking element (25) and the second locking element (25) are geared to the first catch (14) and to the second catch (17) without play in a locked end position and wherein the first locking element (25) and the second locking element (25) are standing in positive overlap relative to the first catch (14) and to the second catch (17) in a released end position and wherein the first locking element (25) and the second locking element (25) are rotatable relative to the first catch (14) and to the second catch (17) over a limited angle region in the released end position.

13. (previously presented) The stabilizer according to claim 12 further comprising

a stop face element for limiting furnished to the second stabilizer part (5) for limiting shifting of the first locking element (25) to the released end position.

14. (previously presented) The stabilizer according to claim 12 further comprising

a compression spring (21) biasing the first locking element (25) toward the locked end position.

15. (previously presented) The stabilizer according to claim 12 further comprising

a cylindrical casing (8) surrounding the first locking element (25) and the second locking element (25);

a pressure chamber (20) formed between the first locking element (25) and the first catch (14) and the second catch (17);

a pressure spring chamber (19) disposed between the first locking element (25) and the second stabilizer part (5);

an outer sealing element (24) for hydraulically sealing the pressure chamber (20) against the pressure spring chamber (19).

16. (previously presented) The stabilizer according to claim 12 further comprising

a cylindrical casing (8) surrounding the first locking element (25) and the second locking element (25);

a pressure chamber (20) formed between the first locking element (25) and the first catch (14) and the second catch (17);

a pressure spring chamber (19) disposed between the first locking element (25) and the second stabilizer part (5) ;

an inner sealing element (24) for hydraulically sealing the pressure chamber (20) against the pressure spring chamber (19).

17. (new) A stabilizer for a motor vehicle comprising

a first stabilizer part (4) disposed aligned parallel to an axle (2), wherein the first stabilizer part (4) is to be connected at a first wheel suspension of a first wheel (1) and to [[the]] a vehicle body through a first bearing position (6);

a second stabilizer part (5) disposed aligned parallel to the axle (2) [[(2)], wherein the second stabilizer part (5) is to be connected at a second wheel suspension of a second wheel (1) and to the vehicle body through a second bearing position (6);

a switchable and shape matching coupling for connecting the first stabilizer part (4) to the second stabilizer part (5);

a first catch (14) furnished at the coupling;

a second catch (17) furnished at the coupling, wherein the first catch (14) and the second catch (17) form a first changeable intermediate space in a circumferential direction and a second changeable intermediate space in a circumferential direction;

a first locking element (25) filling the first changeable intermediate space and shiftable to a limited extent in a direction parallel to the axle (2) for force transmission;

wherein

the first locking element (25), the first catch (14) and the second catch (17) are standing in continuous positive overlap in circumferential direction and are tuned such to each other that the first locking element (25) is geared to the first catch (14) and to the second catch (17) without play in a locked end position and wherein the first locking element (25) is standing in positive overlap relative to the first catch (14) and to the second catch (17) in a released end position and wherein the first locking element (25) is rotatable relative to the first catch (14) and to the second catch (17) over a limited angle region in the released end position.

REMARKS

Claims 1 through 16 continue to be in the case. Claim 12 is being amended.

New claim 17 is being submitted.

Claim 17 is based on the language of claim 12.

Claim 17 requires only one locking element (25).

The Office Action refers to the Specification.

The disclosure stands objected to because of informalities.

Applicants are amending the specification to clarify the language.

Reconsideration of all outstanding rejections is respectfully requested.

All claims as presently submitted are deemed to be in form for allowance and an early notice of allowance is earnestly solicited.

Respectfully submitted,

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